## INTERSTATE COMMERCE.

## Text of the Bill as It Finally Passed Both Houses of Congress.

The bill passed by Congress regulating interstate commerce is as follows:

Intersiste commerce is as follows:

An act to regulate commerce: Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the previsions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water when both are used, under a common control, management, or arrangement, for a continuous carriage or shipment from one State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other piace in the United States, and also to the transportation in like manner of property shipped from any place in the United States, and also to the transportation in like manner of property shipped from any place in the United States, and also to the transportation of carried from such place to a port of transabipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country. Provided, however, That the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid. The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract. Agreement, or lesse; and the term "transportation" shall include all instrumentalities of shipment or carriage. All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage or handling

able charge for such service is prohibited and declared to be unlawful.

Sec. 2. That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property subject to the provisions of this act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

e unlawful. Sec. 3. That it shall be unlawful for any com See 3. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

See 4. That it shall be unlawful for any com-

terminal facilities to another carrier engaged in like business.

Sec. 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line in the same direction, the aborter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance; Provided, however, that upon application to the Provided, however, that upon application to the Commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation by the Commission be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of the act.

Sec. 5. That it shall be unlawful for any com-

sec. 5. That it shall be unlawful for any common carrier subject to the provisions of this sect to enter into any contract, agreement or combination with any other sommon carrier or carriers for the pooling of freights of different and sompeting railroads, or to divide between them the aggregate or net proceeds of the carnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

See. 6. That every common earrier subject to the provisions of this set shall print and keep for public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established and which are in force at the time upon its railroad, as defined by the fifst section of this set. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight in force upon such railroad, and shall also state separately the terminal charges and any rules or regulations which in any wise change, affect or determine any part of the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type, of at least the size of ordinary pica, and copies for the use of the public shad be kept in every depot or station upon any such railroad, in such places and in such form that they can be conveniently inspected. Any common carrier subject to the provisions of this act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep for public inspection at every depot where such freight is received for shipact receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep for public inspection at every depot where such freight is received for shipment, schedules showing the through rates catabilished and charged by such common carrier to all points in the United States beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made public as required by this act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties, as if said freight were of a foreign production; and any law in conflict with this section is hereby repealed. No advance shall be made in the rates, fares, and charges which have been established and published as aforesaid by any common carrier, in compliance with the requirements of this section, except after ten days' public notice, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares, or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules, or shall be publicly posted, and the changes made shall immediately be published its rates, fares, and charge in force, and kept for public inspection. Medicated upon the schedules in force at the time and kept for public rates, fares, or changes may be made with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect, or receive frem any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in compensation for the transportation of passengers or property, or for any services in competing the sime be in force, Every common carrier subject to the provisions of this act shall file

with the Commission hereinafter provided for copies of its schedules of rates, fares, and charges which have been established and published in compliance with the requirement of this section, and shall promptly notify said Commission of all changes made in the same. Every such common carrier shall also file with said Commission copies of all contracts, agreements or arrangements with other common carriers in Echion to any traffic affected by the provisions of this act to which it may be a party. And in cases where passengers and freight pass over continuous lines or routes experated by more than ane common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates of fares or charges for such continuous lines or fold as aforesaid shall be made public by such common carriers when directed by said Commission, in so far as may, in the judgment of the Commission, be deemed practicable; and said Commission, be deemed practicable; and said Commission, in so far as may, in the judgment of the Commission, be deemed practicable; and said Commission, in so far as may, in the judgment of the Commission, be deemed practicable; and said Commission shall from time to time prescribe the measure of publicity which shall be given to such rates, fares and charges, or to such part of thom as it may deem it practicable for such common carrier party to any such joint tariff shall be liable for the failure of any other common carrier party to any such joint tariff shall be liable for the failure of any other common carrier party to any such joint tariff shall be liable for the failure of any other common carrier party to any such joint tariff shall be liable for the failure of any other common carrier party to any such joint tariffs of rates, fares, and charges, as provided in this section, or any pure of the same, such common carrier, shall in addition to other penalties herein prescribed, be subject to a writ of mandamus, to be usued by any circuit court of the same, such common carrie injunction against such common carrier, to re-strain such common carrier from receiving or transporting property among the several States and Territories of the United States, or between

strain such common carrier from receiving or transporting property among the several States and Territories of the United States, or between the United States and adjacent foreign countries, or between ports of transshipment and of entry and the several States and Territories of the United States, as mentioned in the first section of this act, until such common carrier shall have complied with the aforesaid provisions of this section of this act.

Sec. 7. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract or agreement, expressed or implied, to prevent by change of time schedule carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intention to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.

Sec. 8. That in case any common carrier subject to the provisions of this act shall do, cause to be done, or persons of this act as all do, cause to be done, or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with reasonable counsel or attorney's fees, to be fixed by the court in every case of recovery, which attorney's fees shall be taxed and collected as part of the costs in the case.

Sec. 9. That any person or persons claiming

Sec. 9. That any person or persons claiming to be damaged by any common carrier subject to the provisions of this act may either make complaint to the Commission as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this act in any District or Circuit Court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of such remedies, and must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, re-Sec. 9. That any person or persons claiming such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

no de used against such person on the trial of any criminal proceeding.

Sec. 10. That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent or person acting for or employed by such corporation, ecanpany, person or party, shall will-ruly do or cause to be done, or shall will-fully suffer or permit to be done, or shall will-fully suffer or permit to be done, or shall will-fully suffer or permit to be done, any act, matter or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall will-fully emit or fail to do any act, matter or thing in this act required to be done, or shall cause or will-fully suffer or permit any act, matter or thing so directed or required by this act to be done not to be so done, or shall all or abet there in, shall be deemed guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any District Court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed \$5,000 for each offense.

Sec. 11. That a commission is hereby created and established to be known as the Interstate Commerce Commissioners, who shall be appointed by the President, by and with the advice and consent of the Isrnate. The Commissioners first appointed under this set shall be appointed to a first appointed under this set shall continue unofice for the term of two, three, four, five, and six wears, respectively, from the jet day of January, A. D. 1887, the term of each to be designated by the President; by the tree feach of the commissioner whom he shall succeed. Any Commissioner whom he shall avacancy shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed for terms of six years, except that any person chall interested the remaining Commission reports of

ished by such Court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

Sec. 13. That any person, firm, corporation or association, or any mercantile, acricultural or manufacturing society, or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act in contravention of the provisions of this act in contravention of the provisions thereof, may apply to said Commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the Commission to such common carrier, who shall be called upon to satisfy the complaint or answer the same in writing within a reasonable time, to be specified by the Commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant orisy for the particular violation of law thus complained of. If such carrier shall not satisfy the complained within the time specified, or there shall suppear to be any rassonable ground for investigating said complaint, it shall be the duty of the Commission to investigate the matters complained of in such manner and by such means as it shall deem proper. Said Commissioner or Railrond Commission of any State or Perritory, at the request of such Commissioner or Railrond Commission of any State or Perritory, at the request of such Commissioner or Commission, and may institute any inquiry on its own motion in the same manner and to the same effect as though continuous of fact upon which the conclusions of the Commission shall be made by said Commission and beauth of the commission of fact upon which the conclusions of the Commission and beauth of the commission

common carrier, together with a notice to common carrier to cease and desist from the violation, or to make reparation for the injures of cound to have been done, or both, within reasonable time, to be specified by the Commission; and if within the time specified it shall be made to appear to the Commission that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the Commission or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the Commission, and the said common carrier shall thereupon be received from further liability or penalty for such particular violation of law.

further liability or penalty for such particular violation of law.

Sec. 16. That whenever any common carrier, as defined in and subject to the provisions of this act, shall violate or refuse or neglect to obey any lawful order or requirement of the Commission in this act named, it shall be the duty of the Commission, and lawful for any company or person interested in such order or requirement, to apply, in a summary way by petition, to the Circuit Court of the United States sitting in equity in the judicial district in which the common carrier complained of bas his principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience, as the case may be; and the said court shall have power to hear and determine the matter, on such notice to the common carrier, his or its officers, agents, or servants, in such manner as the court shall direct; and said court shall proceedings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such court shall have power, if it think fit, to direct and prosecute in such mode and by such process as it may appoint all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the report of said commission shall be prima facie evidence of the mattera, therein stated; and if it be made to appear to such court, on such hearing or on report of any such person or persons, that the lawful order or requirement of said commission drawn in question has been violated or disobayed, it shall be lawful for such court to issue a writ of injunction or other proper process, mandatory or otherwise, to restrain such common earrier from further continuing such violation or disobedience of such order or requirement of said commission, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or other wise, it shall be lawful for such court to issue writs of attachment, or any other process of said Court incident or applicable to writs of injunction, or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against one or more of the directors, officers or agents of the same, or against any owner, lessee, Trustee, Receiver, or other person failing to obey such writ of injunction or junction, or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against such common carrier, and if a corporation, against one or more of the directors, officers or against any owner, lessee, Trustee, Receiver, or other person failing to obey such writ of injunction or other proper propers, mandatory or otherwise; and said Court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default the sum of \$550 for every day after a day to be named in the order that such carrier or other person shall fail to obey such injunction or other person shall fail to obey such injunction or other person shall fail to obey such injunction or other person shall fail to obey such injunction or other person shall fail to obey such injunction or other person shall fail to obey such injunction or other person shall fail to obey such injunction or other person shall fail to obey such injunction or other person shall fail to obey such injunction of the Court, or into the Treasury; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in personam in such court. When the subject in dispute shall be of the value of \$2,00 or more, either party by such proceeding before said court may appeal to the Supreme Court of the United States, under the same regulation now provided by law in respect of security for such appeal, but such appeal shall not operate to stay or supersede the order of the court of the execution of any writ or proceeding before shall be deemed reasonable. Whenever any such petition shall be filed or presented by the Commission it shall be filed or presented by the Commission shall constitute a quorum for the trainaction of

courts of the United States. The commisshall appoint a Secretary, who shall receive annual salary of \$3,300, payable in like a ner. The Commission shall have authorite employ and fix the compensation of such of the complex and the compensation of such the commission of such that t

employes at it may find necessary to the proper performance of its duties, subject to the approval of the Secretary of the Interior. The Commission shall be furnished by the Secretary of the Interior with suitable offices and all necessary office supplies. Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States. All of the expenses of the Commission, including all necessary expenses for transportation incurred by the Commissioners, or by their employes under their orders, in making any investigation in any other places than in the city of Washington, shall be allowed and paid, on the presentation of itemized vonchers therefor approved by the Chairman of the Commission and Secretary of the interior.

Sec. 19. That the principal office of the Commission shall be in the city of Washington, where its general sessions shall be held; but whenever the convenience of the public or of the parties may be promoted or delay or expense prevented thereby, the Commission may hold special sessions in any part of the United States. It may, by one or more of the Commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this act.

Sec. 29. That the Commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the manner in which such reports shall show in detail the amount of capital stock is act, to fix the time and prescribe the manner in which such reports shall show in detail the amounts expended, and the surplus fund, if any, and the number of stockholders; the funded and floating debta and the hearester of such improvements; the earnings and receipts from each branch of business, and from all sources, the operating and other copenses; the balances of profit and lose; and a complete exhibit of the lineari

relating the Commission may deem

free or at red State or munic ble purposes, or t age, excursion, or collects; nothing in this opposition any common ets; nothing in this a construed to prohibit any common and it is giving reduced rates to ministers and suching in this act shall be construed a pathing in this act shall be construed a palifocals from giving free carried and companies from giving free carried and principal officers of any railroad companies for their allocation and employes, and nothing in this act construed shall in any way abridge or alter the rame is now existing at common law or by staken; but the provisions of this act are in additionable and the provisions of this act are in additionable and in any way be affected by this act.

Sec. 23. That the sum of \$100,000 is kereby appropriated for the use and purposes of this act for the fiscal year ending June 30, A, D, kee, and the intervening time anterior thereto.

Sec. 24. That the provisions of sections it and its of this act, relating to the appointment and organization of the commission herein provided for, shall take effect immediately, and the remaining provisions of this act shall take effect sixty days after its passage.

Georgy's Verse.

"Come and recite your verse to the lady, Georgy," said a fond mother of a precocious child. "Begin—

"Light in this breast-" Georgy-

"Light in dis beast---" Not beast, but breast-go on-"The patriot fire-" Georgy-

Fats in de fire-"Now the next line-"That I may serve my country's need."

"Zat I may serve me Cousin Ned."

"Oh, Georgy" (in a heart-broken roice), "say your verse for the lady the way you do when you're alone with me." Georgy-"All yite, mamma, me will.

"Lits in dis bweast de fats in fire Zat me may save me Cousin Ned To be fat riot me suspire An' for me cousin's sister beed." "That's a dear boy," says the mother,

proudly. "He must have a wonderful memory," remarks the bewildered visitor.
"Oh, we don't crowd him; it wouldn't do;" and the mother dismisses the young patriot with a kiss.—Detroit Free Press.

Trusting to His Imagination. "Can you give me a drink, madame?" begged the tramp.

"I can give you a drink of water," she said. "Well," he said, after some consid-

eration, "water'll do, if you give me an old tomato-can to drink it from. I'm a poor and lonely wreck, madame," he continued, with pathos; "but, thank heaven, I have still the remnants of what was at one time considered the finest imagination in the county where I was born!"-Puck.

The greated pyramid is that of Cheops, one of the three pyramids forming the Memphis group, situated on a plateau about 137 feet above the level of the highest rise in the Nile. Its dimensions have been reduced by the removal of the outer portions to furnish stone for the city of Cairo. Its masonry consisted originally of 89,-028,000 cubic feet, and still amounts to 82,411,000 feet. The present vertical height is 450 feet, against 479 feet originally. The total weight of the stone is 6,316,000 feet.

How MANY in hot pursuit have hastened to the goal of wealth, but have lost, as they ran, those apples of gold —the mind and the power to enjoy it PITH AND POINT.

THE "color line" is well drawn in the

A VERY narrow aperture-the crack

of a whip. A BAD habit to get into-a coat that is not paid for.

Ir women had the solving of the labor question it would be the law for all husbands to keep the coal-scuttle

SERVANTS gave themselves the name of "help," but they rarely break their backs in trying to live up to it. - Buffalo Courier.

"Was EARLY man a savage?" asks a magazine writer. That depends on whether the early man had cold coffee for breakfast. A FASHION journal says there is a knack in putting on gloves. Come to

think of it, that's so. You have to get your hand in, as it were. MANY a man who thinks he is going to set the world afire finds to his sorrow that somebody has turned the hose

on him: -New Haven News. Some men never know how big they are until they have got nominated, or how small they are until the votes are counted up.—Fall River Advertiser.

A WRITER in a Baltimore paper tells "How to Make a Poultice." How to wear one and look stylish is the greater conundrum. - New Orleans Picayune.

THE vital question, "What is a sausage?" is being discussed before a Nebraska court. It is believed that the jury will disagree. - Norristown Her-

A Bosron woman, by way of experiment, recently tied a pedomèter to her chin and discovered that she talked thirty-three miles between breakfast and lunch.-Life.

"THIS is the Jewish New Year," observed Mr. Skaggs on that anniversary. 'Why, when was the Jewish Christ-mas?" asked Mrs. Skaggs. "I didn't know it had passed."

A-I THOUGHT you were a vegetarian, and now I see you eating mutton. B-Well, I am only an indirect vegetarian I eat the meat of such animals only as live on vegetable food. — Fliegende Blaetter.

THEY were talking about second marriages when a young woman was moved to enunciate this aphorism: "She who marries a second husband does not deserve to have the good fortune to lose the first."

"You can't expect a man of my trade to join this strike," said a carpet beater. "Why not?" asked the walking delegate. "Because we are only carpet knights, and we can raise more dust by working than loafing."-Philadelphia Herald.

MEXICAN gentleman-Yes, we have some very exciting sports in Mexico. We had a bull fight a short time ago in which six men were killed. Yale student-And do you call that exciting? You should see one of our college footall matches! - Boston Courier.

MRS. MALONEY'S boy of 4 years was earn of pride came into her eyes as a marmured: "Poor darlin'; you a se remimber yer father that's d so youe, as he was when he was

OTORY INNOVATION. m the roses

A MAN who by a pedesdertaker's office trian if he were ticular number this street,"
that underno; I am right at he replied. "I ; taker's, and I was to enter the place treat you well?" Heft him a \$65 even ask me to Free Press.

His clients here will.
For him who lies be For, though no longer He's bound to lie, y
On a ts a stick.

The proof has been In mem'ry of which a An imposing stone a He is now enjoying the His proof been 'O K') He has surely a sent a He is now drawing 'o Detroit Free Press. Two Cor

Eli-What is the Pike's Peak and a New York monument fund?

Joe-Don't see it. Why is it? Eli-Don't you see? Pike's Peak is a big thing.

Joe—Yes, and now you all me the reason they are alike."

Eli—That sticks me. Why are tkey?

Joe—That's simple. No ther of them grow.—Detroit Free Pres

Doing Well.

"Has prohibition proved a failure in this town?" shouted a temperance orator.

"No, sir," came voice from near the door. "Two new drug sores were opened last week. —New York Sun.

Time is infinitely long, a ll each day is a vessel into which a gred deal may be poured, if one will act ally fill it

Ir is not difficult to cont with solitude, when it is society may be had if wish